



In Transit

September/October 2008

A Newsletter for King County Metro Transit Employees



*From the desk
of the General
Manager*

Facing the budget crisis

Most of you have heard about the difficult budget issues facing Metro and King County from the news media and messages to employees from King County Executive Ron Sims and Department of Transportation Director Harold S. Taniguchi.

In the last issue of *In Transit*, I described how unexpected changes in the price of diesel fuel and in sales tax revenues have combined to create a serious shortfall in our budget. Sharp increases in fuel costs have led to more people choosing to ride Metro, but our own fuel costs also went up, just as economic conditions caused people to spend less on items subject to the sales tax — our largest source of revenue.

Meanwhile, the cost of living has gone up faster than predicted, and our labor contracts require us to increase employee wages accordingly. We are also paying more than we budgeted for items we buy, such as bus parts.

As a result, we are facing a budget gap of about \$83 million for the two-year period 2008-2009, and an ongoing annual gap of about \$87 million starting in 2010.

Continued on page 2

Coming soon to a DVD player near you!

Do you ever dream of becoming a superhero? Central Base Operator **Paul White** got his chance to become “RapidRide Man” in a video about Metro’s future bus rapid transit system.

Using funding from Transit Now, Metro will launch five RapidRide lines over four years starting in 2010.

The video blends the many talents of Metro’s Operations staff. **Willie Middleton**, a South Base operator on detail to Metro’s Marketing Section, came up with the concept of a RapidRide superhero.

During auditions for Metro’s new superhero, the video production team discovered two talents. White fit the bill for RapidRide Man, and **Bob Kellett**, Atlantic Base operator, offered to provide artistic direction using his years of professional acting experience.

White joined Metro as a part time operator in December 2007. He attends Highline Community College in the morning and drives in the afternoon. He acted in community theater productions when he lived in Bozeman, Montana. According to White, “It was a real blast working with great writers and directors in putting together a video for Metro that is not only informative but comical.”

Central Base
Operator Paul
White portrays
RapidRide Man
in Metro’s new
video.



Continued on page 3

In this issue

Meet the rail chiefs.....	2	Kudos	8
Short shots	4	Shifting the spotlight.....	9
Performance corner	7	On the move	10

Continued from page 1

General Manager

Our financial problem is serious, but we have a plan. It will close the budget gap until the end of 2010 while keeping our commitment to preserve existing transit service and essential investments. It will also maintain the implementation schedule for Transit Now funded service improvements through 2010.

Of course, in order to maintain service, we must also sustain the many essential functions that support our buses on the street — planning, customer services, vehicle maintenance, and facilities, to name only a few.

Specific elements of our short-term plan include:

- Increasing fares by 50 cents for adults and 25 cents for youths, seniors, and Access customers
- Continuing with planned service increases through 2010
- Cutting \$2 million in ongoing costs from non-service elements of the transit budget
- Increasing Metro's advertising revenue up to \$1 million annually
- Cancelling or reducing planned capital projects to save more than \$65 million over the course of the six-year Capital Improvement Program
- Selling or leasing transit properties that are not needed to support transit operations
- Spending our operating reserves to cover the remaining shortfall through 2010
- Identifying and evaluating possible sources of new revenue by 2010 to address the still-substantial long-term budget gap.

A mid-biennial update of our 2008-2009 budget is now before the King County Council and subject to its approval as part of Executive Sims' countywide budget proposal. The council is holding public hearings prior to voting on the proposal in November.

I have talked to many employees over the past few weeks, and I know that you are concerned about our situation. I am

Continued on page 3



Rail Operations Chief Keith Sherry, formerly of Metro Service Quality, shows a rail coupler to trainees. Sherry was the first person to operate a rail car under power in the Downtown Seattle Transit Tunnel.

Meet the rail chiefs

If you've seen a Link light rail vehicle lately along the SODO Busway or along Martin Luther King, Jr. Way S Section. For some time now, the Rail Section has been helping Sound Transit test the vehicles, "burning in" each car for at least 1,000 miles before it goes into passenger service in July 2009.

A Metro rail chief's duties cover nearly every facet of Link light rail operation, including:

- Opening and closing the Downtown Seattle Transit Tunnel
- Ensuring fire and life safety conditions in the tunnel
- Controlling the movement of equipment along rail rights-of-way
- Providing safety training to the Seattle Fire and Police Departments, Metro Transit Police, rail operators, supervisors, contractors, and anyone who needs to be within 10 feet of rail track
- Conducting safety drills
- Writing and testing standard operating procedures, rail rules, and training manuals
- Teaching others how to operate a light-rail car
- Testing and "burning in" the rail cars
- Daily inspection of rail cars, tracks, and switches
- Learning how all the systems on a rail car work and how to fix them if they break
- Competing in the APTA national annual Rail Rodeo.

Today, there are 17 rail chiefs, many of whom brought highly specialized skills and experience to the job. Six were hired from within Metro: **Ian Bennett** (Power and Facilities), **Jim Dunn** (Service Quality), **Brad Kittredge** (Information Technology), **Jerry Laborde** (Safety), **Bruno LaRitz** (Service Quality), and **Keith Sherry** (Service Quality). Four chiefs are local non-Metro hires: **Jose Ballesteros** (from Talgo/Amtrak), **Steve Bose** (from Obayashi, the contractor that drilled the Beacon Hill Tunnel), **Amanda Nightingale** (from Seattle Monorail) and **John Zastawniak** (from Kinkisharyo, the rail car builder). The remaining seven chiefs came from across the USA, bringing with them substantial years of bus and rail experience: **Marwan Al-Mukhtar**

Continued on next page

(Pennsylvania), **Al Alvarado** (California), **Karambir Cheema** (California), **Ray Davis** (Texas), **Sandra Dodge** (Oregon), **Tom Jones** (California), and **Max Lemke** (California).

“When I started with Metro years ago, it was like moving into a house that had all its furniture,” said Sherry. “Working at Rail is all new. The house is partially built; not all the furniture is in...we are building everything from scratch, so it is helpful to have co-workers with rail experience. It’s satisfying to be part of the history.”



Some of the new cars wait in the Light Rail Operations and Maintenance Facility for the start of Link service next year.

is doing integrated systems tests using both trains and buses in the Downtown Seattle Transit Tunnel on weekends, and powered testing of rail cars along Martin Luther King, Jr. Way S in Rainier Valley.

“You have to stay updated on all the current technologies,” Bose said. “In the end, it is extremely satisfying to watch your work evolve into something you can see that is permanent.”

Link service is scheduled to begin in July 2009. All the tracks are installed, including those in both bores of the Beacon Hill Tunnel. This means that rail cars can be tested at any location along the rail alignment. The Rail Section

Continued from page 1

RapidRide Man

Kellett has worked for Metro for six years. Before coming to Seattle, he worked as an actor, singer, and dancer in New York City for 10 years.

Much of the video was filmed on location at South Base, which will be the base for the first RapidRide line. South Base Vehicle Maintenance helped arrange for a bus and cameo appearances by Safety Officer **Roy Martinsen**, Paint Production Technician **Bruce Thompson**, and Paint Shop Lead **Mark Kelly**. Base Chief **Dareyl Plummer** completed the ensemble.

“**RapidRide — The Journey Begins**” is being made available to all work groups in October. Check it out and chuckle while learning about RapidRide... and keep your eyes open for an operator wearing red tights and a shiny red cape.



Director Bob Kellet, top left, works with actor Paul White, right, as Matt Reichmann, lower left, captures a scene.

Continued from page 2

General Manager

committed to keeping you informed as the budget process moves forward.

If you have questions about how the provisions of the proposal will affect you, I encourage you to talk to your supervisor. As an employee of the Department of Transportation, you can also e-mail questions to kcdot.employeebudgetquestions@kingcounty.gov, and any county employee with access to a King County computer can visit <http://kcweb.metrokc.gov/budget2009/>, a site on the county's intranet with information about the overall county budget crisis.

Safety, service, and schedule will remain our guiding principles during these tough financial times. We have made it through difficult situations in the past and I am confident you will help us confront the challenges ahead with the courage and professionalism that have always distinguished Metro employees.

— Kevin Desmond, General Manager

In Transit



We'll Get You There

If you have any questions, comments or story ideas, send them to ***In Transit***, MS KSC-TR-0824, or contact **Anna Clemenger**: 206-263-6482 or anna.clemenger@kingcounty.gov.

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SHORT SHOTS IN TRANSIT

News briefs in and around the Transit Division



The new Metro Transit Police cruisers mix classic black and white with Metro's signature gold, visible on the bus above. The new look is distinct from other Sheriff's Office cars like the one shown at right.

■ **Metro Transit Police cars get a new look** — Metro Transit Police cars will soon sport a new color scheme and design, thanks to a joint effort by police and Metro Transit staff members. Last November, Metro asked Metro Transit Police, a precinct of the King County Sheriff's Office, to design a new look for its patrol cars. Metro wanted colors and graphics that would clearly show that Metro Transit Police are “*about transit policing*,” according to **Jim Jacobson**, Metro's deputy general manager. “Metro Transit Police have a highly skilled and dedicated transit police force that the community needs to know is out there, focused on making the transit system as safe and secure as possible,” Jacobson said.

The design team worked through many prototypes with Metro Graphics Illustrator **Brian Carr** before settling on a black-and-white design bearing the logos of both Metro and the King County Sheriff's Office. The final design also incorporates Metro's signature gold color on the side rocker panels. During the next few months, a dedicated team at the county's Non-

Revenue Vehicle Maintenance section will build out 14 patrol units for transit police deputies. As the agency retires and replaces high-mileage cars over the next three to five years, its entire fleet of marked units will change over to the new design.



What's green, has 600 wheels, and removes 300 drive-alone commuters from King County roads? For more information, see www.greenbikes.net

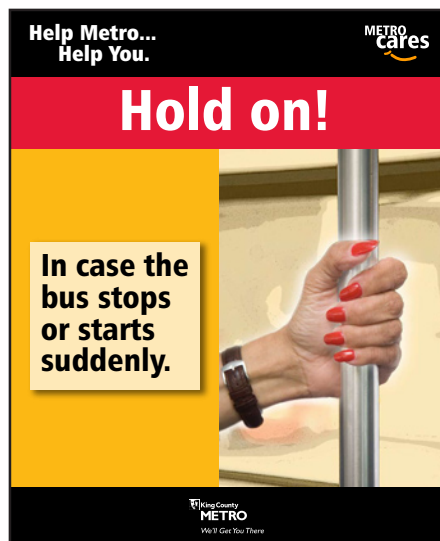
■ **Green Bike Project kicks off** — The county's Green Bike Project provides 200 new bikes, plus tune-ups for 100 existing bikes, to commuters in return for pledges to reduce their drive-alone commuting by 60 percent during the project. The project's goals are to reduce drive-alone trips, help link commuters to public transportation, create a sustainable bike-commute culture at employer worksites, and help reduce carbon emissions in the county. The program is funded by a state grant and built on partnerships. REI is providing and distributing the new bikes and doing the tune-ups; the Cascade Bicycle Club is providing bicycle commute safety training, an online commute calendar, and access to bike mentors; and Metro is providing project management. Participating employers provide secure bicycle parking; access to showers, clothes lockers or closets; coordinators to help manage the project; and an investment in bicycle gear or incentives for all bicycle commuters. The 24 participating employers include Boeing; the cities of Kent, Kirkland, Renton, and SeaTac; Swedish Medical Center, and Zymogenetics.

■ **City Chase: an urban adventure** — On Aug. 9, 300 people navigated their way around Seattle in teams of two, competing in a variety of physical, mental, and humorous challenges as part of the City Chase adventure series. Metro worked with the event's promoters to include the use of transit as a requirement in the contest, and was mentioned in City Chase advertising and press releases. In exchange, Metro created a special



Metro engineer Rylan Knuttgen, left, and teammate Leif Kohler at the start of their City Chase adventure.

one-day-only Puget Pass for event participants. **Rylan Knuttgen**, a Design and Construction engineer, took up the challenges with teammate Leif Kohler. They dipped in Elliott Bay, kayaked on Lake Union, and knocked on doors for permission to change a light bulb to the new energy efficient kind, to name just three of the 10 tasks they had to complete. City Chase plans to return to Seattle next year to host round two.



Do you recognize this hand?

■ **Safety campaign delivers hands-on message** — A “Hold On” customer safety campaign is now underway on Metro buses. Information Production staff worked with base supervisor **Marilyn Davis** and an operations safety team to develop the concept and text for a series of three posters and two interior bus cards with the message: “Help Metro...help you. Hold on!” **Gayle Janzen** did the graphic design, **Ned Ahrens** took the photos, and **Deborah Brockway**, **Brian Carr**, and **Mike Blondin** were hand models. **Gary Larson** was the project manager.



The 35 Link light rail cars were built by Kinkisharyo, Inc. in Japan, shipped to the U.S., assembled in Everett, and trucked to the Light Rail Operation and Maintenance Facility on Airport Way S.

■ **Light rail update** — The first “live-wire” tests of the light rail system were carried out in mid-August in the Rainier Valley along Martin Luther King, Jr. Way S, and the last of 35 rail cars was delivered in September. Each car must log 1,000 miles and meet specific performance tests before it can be certified to carry passengers. When service begins next July, 13 trains of one to four rail cars will be in service at all times between 5 a.m. and 1 a.m., with a train coming every 6-15 minutes. The Rail Section will begin recruiting the first of 56 rail operators in October, hiring from the pool of full-time bus operators based on seniority. The first group of

about 10 operators will start an eight-week training session on Nov. 3 and, after passing their final rail operator tests, will be put right to work in December to help “burn in” the cars and assist with systems integration.



Rider Information Operator Angela Silling, left, helps future transit riders spin the wheel, answer a transit question, and win a prize at the King County Fair.

■ **Metro wows crowds at county fair** — Employees from Sales and Customer Service, Vehicle Maintenance, and Operations staffed Metro’s exhibit at the 2008 King County Fair in Enumclaw. Because the fair was held in an area with limited bus service, Metro wanted to create good will and encourage future riders through a memorable show-and-tell experience. While touring a sparkling New Flyer articulated hybrid coach, some 2,000 to 3,000 visitors had the opportunity to spin a wheel and answer a transportation question to win two free-ride bus tickets and a prize made from recycled materials.

■ **Transit Now Service Partnerships** — Thanks to seven service partnerships formed under Transit Now, Metro riders gained new service in September. These partnerships, along with one that

Continued on page 6

Continued from page 5

Short shots in Transit

began in 2007 and others that will start between 2009 and 2013, will eventually add more than 130,000 new hours of service and improve bus speed and reliability in many corridors. Service partnerships come in two forms. In a direct financial partnership, cities, businesses, and/or other organizations contribute at least one-third of the cost of added hours for at least five years. Speed and reliability partnerships reward cities with additional transit service after they make capital or operations improvements that reduce travel time by at least 10 percent along a core service corridor. In total, 26 existing routes and four new routes will receive new service hours, and two RapidRide corridors — West Seattle and Bellevue/Redmond — will receive speed and reliability improvements.

■ **Vintage bus tours, past and future** — On Oct. 4, the Metro Employees Historical Vehicle Association (MEHVA) took bus enthusiasts on a three-hour evening tour of Seattle's nightlife neighborhoods on vintage trackless trolleys. The trip included Pioneer Square, Broadway, lower Queen Anne, and the University District, with stops for photos and coffee. Two weeks later, the association offered its annual four-hour Fall Foliage Tour through the Cascade foothills, with stops for photos and lunch. The next outing is the popular Santa's Lights Tour on Dec. 13, when Santa Claus will join passengers on a historic bus for a two-and-a-half-hour tour of Seattle's best Christmas lights. For more information on the tours or MEHVA, visit www.mehva.org or call 206-684-1816.

■ **SWAT teams practice coach assault methods** — On Sept. 11, officers from the Valley SWAT team, made up of six different south King County police agencies, tested various methods for "breaching operations" — entering windows and



One of the Metro Employees Historic Vehicle Association's vintage trackless trolleys.



A Valley SWAT officer removes a role-playing assailant from an out-of-service bus during an exercise in September.

doors on Metro coaches to protect passengers from armed assailants. The exercise used two former Breda dual-mode tunnel buses that were headed for the scrap-metal recycling pile. Officers were also made familiar with a new hybrid articulated coach currently used in the bus tunnel. Realism was added through the use of simulated munitions and 20 Metro employees who volunteered to play the roles of passengers. This annual training is invaluable for the officers and the safety of Metro customers. It was funded by grants from the federal Department of Homeland Security and the Transportation Security Administration.

Be a Metro Fuel Saver!

Metro is looking for new ways to save fuel and wants to hear your ideas. Look for the colorful Fuel Savers posters for more information, and submit your ideas in a Fuel Savers collection envelope, on Metro's intranet at <http://dot.metrokc.gov/fuelsavers>, or by calling our fuel saver hotline: 206-684-6771.

Ideas can be submitted until December 5. We'll announce the best of the best in January, and promote those tips throughout the year.

Your tips could make all the difference in helping us lick our fuel consumption and sweeten our service, so bring 'em on!





Performance corner

Measuring Transit's energy use

In 2006, King County Executive Ron Sims set energy use goals for King County government operations and directed the development of a plan to meet those goals. His Executive Order requires that fifty percent of King County's facility and operations energy come from renewable sources by 2012 (except for the Metro Bus Fleet), and 35 percent of energy for Metro buses come from efficiencies and renewable resources by 2015 — growing to 50 percent by 2020.

Major elements of the King County Energy Plan, a comprehensive strategy for achieving these goals, include:

- The formation of an Energy Task Force, representing all major energy-using departments and divisions in the county, to carry out the plan
- Broad adoption of utility accounting software to benchmark facilities and track progress in achieving energy goals (with results reported to the Executive)
- Definition and implementation of energy policies to improve energy efficiency, aggressively conserve energy, and expand the use of renewable energy sources.

One challenge facing Transit is how to measure its compliance with these targets. In 2007, 11 percent of the energy consumed by Metro buses and trolleys came from renewable sources (electricity and biodiesel). Short-term targets for Metro include a 3-percent-per-year increase in the use of combined “renewables” and efficiencies in 2008 and 2009.

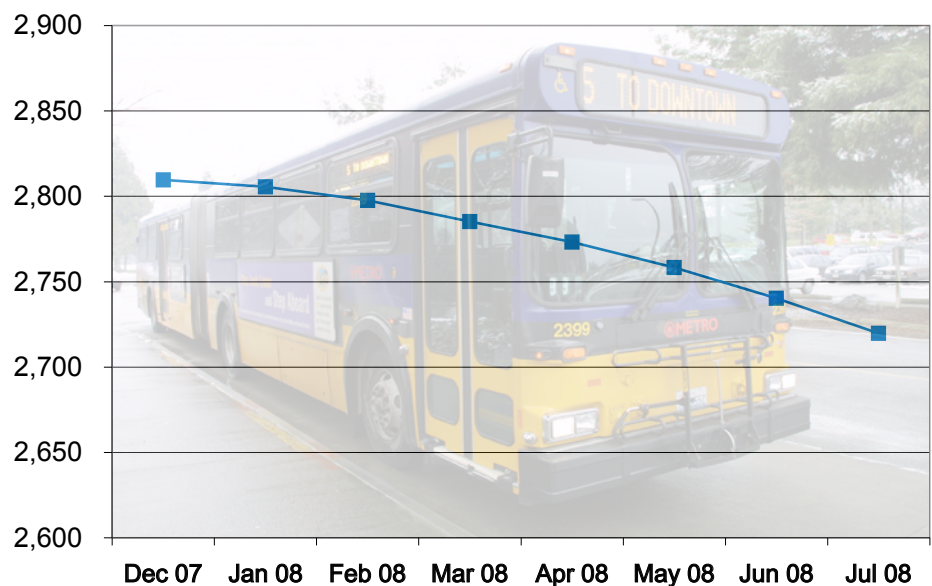
But how do we measure Transit's energy performance overall? Adding service to meet growing rider demand will increase the total energy used by Metro's transit fleet. We can't constrain growth in services just to meet an energy target, particularly when more people are choosing to leave their cars at home and ride Metro buses.

One way to measure Transit's performance and take into account increasing ridership is to measure the energy used by Metro's fleet on a “per passenger mile” basis. As the chart on this page shows, the total amount of diesel and electric energy consumed by Metro coaches per passenger mile has improved since January 2007. Using a 12-month rolling average*, energy use per passenger mile has

dropped from about 2,800 British thermal units (BTUs) per passenger mile in December 2007 to about 2,720 in July 2008 — a decline of 3.3 percent. Using this measure, it appears that Metro is on track to exceed its target for energy efficiencies in 2008. Making the picture look even better is that roughly 4 percent of Transit's vehicle energy use is electric and the bulk of that electricity is generated by renewable hydropower.

** Each data point in charting a 12-month rolling average is the average of data from 12 successive months, ending in the month shown. Rolling average charts eliminate the month-to-month variability in data and provide a clearer picture of long-term trends.*

Transit vehicle energy use per passenger mile
(BTUs, 12-month rolling average)



KUDOS

IN TRANSIT



“Buster” the dog sports his Metro Transit lost-and-found tag.

■ **A commuter’s tail** — When a lost dog boarded a Route 73 coach in the Northgate area early one morning, operator **Darold Andersen** (Central Base) let him ride rather than run loose in the busy street. For about three hours, peak-hour commuters took turns holding the dog — which Andersen nicknamed “Buster” (get it?) — to keep him from leaving the bus in unfamiliar territory. After Andersen’s shift ended, he filled out Metro lost-and-found paperwork and then took his four-legged passenger back to Northgate to search door-to-door for the dog’s owner. Having no luck and another job to get to, he stopped by a vet in the area to see if “Buster” had a microchip (he didn’t). So Andersen took him to the Seattle Animal Shelter, offering to adopt him if no one claimed him. When he got home from his other job that night, he found a message saying that “Buster” had been reunited with his owner.

■ **Cicci receives Turner**

Award — The Paralyzed Veterans of America’s Northwest Chapter and Metro’s Elderly/Disabled Committee named East Base Operator **Dennis Cicci** as recipient of the George Turner Award for the first quarter of 2008. The award is given to operators who best exemplify a positive attitude toward those in our community who are elderly and/or disabled, and awareness of their needs. The commendation that prompted Cicci’s award described his helpful attitude when assisting a customer with quadriplegia in the Issaquah Highlands. “Having someone like Dennis drive me to work in the mornings was very comforting,” the customer wrote. “It has helped me transition back to work and feel comfortable taking the bus again.” Cicci also is the only Metro operator with 35-plus consecutive years of accident-free driving.



Dennis Cicci, left, is congratulated by Metro General Manager Kevin Desmond at the first-quarter 2008 Turner Award ceremony.

■ **Helping employees cope** — Metro’s Critical Incident Support Management team provides emotional assistance and support to fellow employees who have experienced traumatic incidents on the job. The team members serve as confidential and nonjudgmental sounding boards, and can point the employee toward additional resources such as professional counseling. They also educate employees about the effects of trauma and the importance of providing support, assistance, and information. Formed in 1991 after a fatal accident, the team was modeled after those serving police, fire, and airline employees. Current members are **George Bridges, Jim Busby, Carl Cravens, Linda Davidson, Esther Hankerson, Terry Moon, and Dan Uhler**. The team’s “guiding mentor,” **Tom Friedel**, recently retired from the Human Resources Division after 28 years with the county.

■ **Metro cited for outstanding service** — The Association for Commuter Transportation named Metro as second runner-up in its Outstanding Service Award competition. The nod recognized Rideshare Operation’s achievement in forming 39 vanpools in August 2007, 20 of which were formed specifically to help reduce congestion during the lane closures on Interstate 5. To quickly get these commuters into vanpools, Rideshare Operations relaxed normal rules requiring drivers to attend class and streamlined payment arrangements. And here’s the real win: half of these special I-5 groups continued as vanpool commuters after the construction ended.

We'll Get You There

Shifting the Spotlight

Transit operators of the month

August 2008

Atlantic Base: **Ralph Brooks**

Bellevue Base: **Rory Leigh**

Central Base: **Larry Smith**

East Base: **Manuel Castro**

North Base: **Sally Schwarz**

Ryerson Base: **Donna Newton**

South Base: **Michael Dahlgren**

September 2008

Atlantic Base: **Paul Mobley**

Bellevue Base: **Charles Genther**

Central Base: **Gary Hooper**

East Base: **Richard Randall**

North Base: **Stanley Green**

Ryerson Base: **Charles Ellis**

South Base: **Celso Roque**

In Transit online

Current and past issues of *In Transit* are available on the King County Web site at your.kingcounty.gov/kc-dot/about-us/in-transit.

Transit Now — marketing the promise

Feeling a bit crowded lately on your Metro bus? You're not alone. As the cost of gas has increased, so has Metro ridership — by 20 percent since 2005. The timely passage of the Transit Now ballot measure in November 2006 has helped Metro provide additional routes, trips, and service hours for customers. Overall, Transit Now is scheduled to provide a 20-percent expansion in service by 2016, helping Metro keep pace with regional growth and travel demand.

In September 2008, the Transit Now program added service to 20 routes, 11 of which are partially funded through partnerships with seven cities and businesses. These partners share the cost of providing the new service and create opportunities to promote it in their respective service areas.

Metro's Marketing and Promotions Group heads up the Transit Now marketing effort. In addition to highlighting Metro's new partners on our bus schedules, timetables, and maps as well as on Metro Online, the group is developing a



New Route 215 began in September 2008 with funding from Transit Now, providing peak-period service between North Bend and downtown Seattle via Snoqualmie Ridge and the new Issaquah Transit Center.

Transit Now awareness campaign — “More for you” — to promote the new routes and expanded services. They plan to use a wide range of media, including print and online newspaper advertising, radio spots, posters, and direct mail. These campaigns are intended to create a strong awareness of our new Transit Now services and, more importantly, to keep current and new riders choosing Metro.

To learn more about Transit Now, visit www.kingcounty.gov/transitnow.

The Web site has recently been updated with current information about what has been accomplished so far and the plan for phasing in future service improvements.



ON THE MOVE

Transit Division retirements, promotions/job changes, new hires, and remembrances

Retirements

Design and Construction

Paul Leland, environmental planner III — Sept. 1;
23 years

Judy Riley, manager — Oct. 31; 30 years

Service Development

Robin Anderson, transit planner III (Route
Facilities) — Aug. 29; 31 years

Vehicle Maintenance

Mike Berry, mechanic — Oct. 31; 24+ years

Tony Volk, mechanic — Aug. 30; 34+ years

Michael Voris, vehicle procurement supervisor — Aug. 31;
36+ years

Promotions and Job Changes

Design and Construction

Lisa Krohn to administrator I from human resources
analyst (while on special assignment with Transit
Human Resources)

Information Technology (IT)

Gunnar Goerlitz to GIS specialist-senior from GIS
specialist-journey

Steve Stark to acting IT specialist-senior from transit
communications coordinator (Operations)

Operations

Jayson Peterson to first line supervisor (Operations) from
acting senior schedule planner (Service Development,
Scheduling)

Power and Facilities

Yoonin Chao to lead transit custodian from acting transit
custodian II

John Musni to lead transit custodian from acting transit
custodian II

Roberta (Bobbi) Thompson to acting signage specialist
from facilities utility laborer

Sales and Customer Services

Linda Eaves to administrative specialist III (Marketing
and Service Information) from administrator I (while
on special assignment with Design and Construction)

Service Development

David Vestal to acting senior schedule planner
(Scheduling) from first line supervisor (Operations,
Communication Center)

Vehicle Maintenance

Michael Maw to millwright from mechanic

New Hires

Information Technology

Matt Kozleski, GIS specialist-journey — Aug. 25

Light Rail

Brett Forbrich, rail signal and communication
technician — Aug. 28

Joseph Glen, rail signal and communication
technician — Aug. 28

Carl Offenheiser, rail signal and communication
technician — Aug. 28

Jack Shelton, rail vehicle maintenance
superintendent — Aug. 18

Power and Facilities

Carrie Elwell, administrative specialist III — July 21

Cameron Monton, utility laborer — July 1

Sales and Customer Services

Walter Davis, marketing and sales specialist
(Information Production Group; backfill for **Brian
Carr** on leave of absence) — July 28

Craig Scheak, project manager (term-limited) (Signage
Replacement Program, Information Production
Group) — July 28

Vehicle Maintenance

Rich Buettner, mechanic — Aug. 11

Richmond Chan, mechanic — Aug. 11

Joseph Hoppenrath, mechanic — Aug. 11

James Jones, equipment service worker — Sept. 8

Sophon Ly, mechanic — Aug. 11

Eugene Mann, mechanic — Aug. 11

Benjamin Robinson, mechanic — Aug. 11

Alan Southern, transit parts specialist — Aug. 11

In Our Thoughts

Pattrick (Patt) Comstock, transit planner (Service
Development, Transit Route Facilities) passed away on
Sept. 1